

Sjöfartsstyrelsen

INFORMATIONSBLAD NR 13/6.7.1993

ÄNDRINGAR I BILAGA I TILL MARPOL 73/78-KONVENTIONEN

Internationella sjöfartsorganisationen IMO:s kommitté för skydd av den marina miljön (MEPC) har vid sin 32:a session den 6 mars 1992 godkänt ändringarna MEPC. 51(32) och MEPC. 52(32) till bilaga I i MARPOL 73/78-konventionen. Ändringarna träder i kraft den 6 juli 1993.

Resolution MEPC. 51(32) innehåller ändringar till reglerna 9, 10, 16 och 21, som berör gränserna för utsläpp av oljehaltigt vatten, samt till bilaga A och B.

Resolution MEPC. 52(32) omfattar reglerna 13 F och 13 G, som innehåller nya bestämmelser om oljetankfartygs konstruktion, samt därav föranledda ändringar i reglerna 1 och 24 liksom i bilaga B till IOPP-certifikatet.

Resolutionerna MEPC. 51(32) och MEPC. 52(32) publiceras bifogat på engelska.

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ANNEX 5

RESOLUTION MEPC.51(32)
adopted on 6 March 1992

AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING
TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION
OF POLLUTION FROM SHIPS, 1973

(Discharge criteria of Annex I of MARPOL 73/78)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention"), and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol"), which confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

RECALLING the objective of MARPOL 73/78 to achieve the complete elimination of intentional pollution of the marine environment by oil,

DESIRING in this regard to reduce even further operational pollution from ships,

HAVING CONSIDERED, at its thirty-second session, amendments to the 1978 Protocol proposed and circulated in accordance with article 16(2)(a) of the 1973 Convention,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, amendments to the Annex of the 1978 Protocol, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 6 January 1993, unless prior to this date one third or more of the Parties, or the Parties the combined merchant fleets of which constitute fifty per cent or more of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objections to the amendments;
3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the amendments shall enter into force on 6 July 1993 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;
5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution and its Annex to the Members of the Organization which are not Parties to MARPOL 73/78.

ANNEX

AMENDMENTS TO ANNEX I OF MARPOL 73/78

The regulations of Annex I are amended as follows:

1 Regulation 9

- .1 The existing text of paragraph (1)(a)(iv) is replaced by the following:

"(iv) The instantaneous rate of discharge of oil content does not exceed 30 litres per nautical mile".

- .2 The existing text of paragraph (1)(b) is replaced by the following:

"(b) from a ship of 400 tons gross tonnage and above other than an oil tanker and from machinery space bilges excluding cargo pump-room bilges of an oil tanker unless mixed with oil cargo residue:

(i) the ship is not within a special area;

(ii) the ship is proceeding en route;

(iii) the oil content of the effluent without dilution does not exceed 15 parts per million; and

(iv) the ship has in operation equipment as required by regulation 16 of this Annex."

- .3 Paragraph (4) is amended by deleting the entire second sentence, including subitems (a) - (d).

- .4 A new paragraph (7) is added as follows:

"(7) In the case of a ship, referred to in regulation 16(6) of this Annex, not fitted with equipment as required by regulation 16(1) or 16(2) of this Annex, the provisions of paragraph 1(b) of this regulation will not apply until 6 July 1998 or the date on which the ship is fitted with such equipment, whichever is the earlier. Until this date any discharge from machinery space bilges into the sea of oil or oily mixtures from such a ship shall be prohibited except when all the following conditions are satisfied:

(a) the oily mixture does not originate from the cargo pump-room bilges;

(b) the oily mixture is not mixed with oil cargo residues;

(c) the ship is not within a special area;

(d) the ship is more than 12 nautical miles from the nearest land;

- (e) the ship is proceeding en route;
- (f) the oil content of the effluent is less than 100 parts per million; and
- (g) the ship has in operation oily-water separating equipment of a design approved by the Administration, taking into account the specification recommended by the Organization*."

A footnote should be added to paragraph (7)(g) as follows:

"* Reference is made to the Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by resolution A.393(X)."

2 Regulation 10

.1 Paragraph (2)(b) is amended to read:

"(b) any discharge into the sea of oil or oily mixture from a ship of less than 400 tons gross tonnage, other than an oil tanker, shall be prohibited while in a special area, except when the oil content of the effluent without dilution does not exceed 15 parts per million".

.2 Paragraph (3)(b)(v) is amended by changing the cross-reference therein from 16(7) to 16(5).

3 Regulation 16

The existing text of this regulation is replaced by the following:

"Regulation 16

Oil discharge monitoring and control system and oil filtering equipment

- (1) Any ship of 400 tons gross tonnage and above but less than 10,000 tons gross tonnage shall be fitted with oil filtering equipment complying with paragraph (4) of this regulation. Any such ship which carries large quantities of oil fuel shall comply with paragraph (2) of this regulation or paragraph (1) of regulation 14.
- (2) Any ship of 10,000 tons gross tonnage and above shall be provided with oil filtering equipment, and with arrangements for an alarm and for automatically stopping any discharge of oily mixture when the oil content in the effluent exceeds 15 parts per million.
- (3) (a) The Administration may waive the requirements of paragraphs (1) and (2) of this regulation for any ship engaged exclusively on voyages within special areas provided that all of the following conditions are complied with:
 - (i) the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;

- (ii) all oily bilge water is retained on board for subsequent discharge to reception facilities;
 - (iii) the Administration has determined that adequate reception facilities are available to receive such oily bilge water in a sufficient number of ports or terminals the ship calls at;
 - (iv) the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged on the voyages within special areas; and
 - (v) the quantity, time, and port of the discharge are recorded in the Oil Record Book.
- (b) The Administration shall ensure that ships of less than 400 tons gross tonnage are equipped, as far as practicable, to retain on board oil or oily mixtures or discharge them in accordance with the requirements of regulation 9(1)(b) of this Annex.
- (4) Oil filtering equipment referred to in paragraph (1) of this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. In considering the design of such equipment, the Administration shall have regard to the specification recommended by the Organization*.
- (5) Oil filtering equipment referred to in paragraph (2) of this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system or systems has an oil content not exceeding 15 parts per million. It shall be provided with alarm arrangements to indicate when this level cannot be maintained. The system shall also be provided with arrangements such as will ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 parts per million. In considering the design of such equipment and arrangements, the Administration shall have regard to the specification recommended by the Organization*.
- (6) For ships delivered before 6 July 1993 the requirements of this regulation shall apply by 6 July 1998 provided that these ships can operate with oily-water separating equipment (100 ppm equipment)."

A footnote should be added to paragraphs (4) and (5) as follows:

"* Reference is made to the Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by resolution A.393(X)."

4 Regulation 21

- .1 Subparagraph (c) is amended by deleting the first five words, i.e., "in any special area and".
- .2 Subparagraph (d) is deleted.

5 Forms A and B of Supplements to the IOPP Certificate

Items 2.2 and 2.3 in both Forms A and B of Supplements to the IOPP Certificate are replaced by the following:

"2.2 Type of oil filtering equipment fitted:

- 2.2.1 Oil filtering (15 ppm) equipment (regulation 16(4)) □
- 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 16(5)) □
- 2.3 The ship is allowed to operate with the existing equipment until 6 July 1998 (regulation 16(6)) and fitted with:
 - 2.3.1 Oily-water separating (100 ppm) equipment □
 - 2.3.2 Oil filtering (15 ppm) equipment without alarm □
 - 2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device □ "

ANNEX 6

RESOLUTION MEPC.52(32)
adopted on 6 March 1992

AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING
TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS, 1973

(New regulations 13F and 13G and related amendments to Annex I
of MARPOL 73/78)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention"), and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol"), which confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

NOTING ALSO resolution A.675(16) on prevention of oil pollution,

RECOGNIZING the severity of marine pollution incidents resulting from tanker casualties,

DESIRING to improve the requirements for the design and construction of oil tankers to prevent oil pollution in the event of collision or grounding,

HAVING CONSIDERED, at its thirty-second session, amendments to the 1978 Protocol proposed and circulated in accordance with article 16(2)(a) of the 1973 Convention,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, amendments to the Annex of the 1978 Protocol, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 6 January 1993, unless prior to this date one third or more of the Parties, or the Parties the combined merchant fleets of which constitute fifty per cent or more of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objections to the amendments;
3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the amendments shall enter into force on 6 July 1993 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;

5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution and its Annex to the Members of the Organization which are not Parties to MARPOL 73/78;

6. AGREES to develop as a matter of urgency:

- (a) guidelines for approval of alternative methods of design and construction of oil tankers as called for in regulation 13F(5);
- (b) guidelines for approval of alternative structural or operational arrangements as called for in regulation 13G(7); and
- (c) guidelines for an enhanced programme of surveys and inspections as called for in regulation 13G(3).

ANNEX

AMENDMENTS TO ANNEX I OF MARPOL 73/78

Regulation 1

Definitions

The following new paragraph (8)(c) is inserted after the existing paragraph (8)(b):

- "(c) Notwithstanding the provisions of subparagraph (a) of this paragraph, conversion of an existing oil tanker to meet the requirements of regulation 13F or 13G of this Annex shall not be deemed to constitute a major conversion for the purpose of this Annex."

New regulations 13F and 13G

The following new regulations 13F and 13G are inserted after the existing regulation 13E:

REGULATION 13F OF ANNEX I OF MARPOL 73/78

Prevention of oil pollution in the event of
collision or stranding

(1) This regulation shall apply to oil tankers of 600 tons deadweight and above:

- (a) for which the building contract is placed on or after 6 July 1993, or
- (b) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 6 January 1994, or
- (c) the delivery of which is on or after 6 July 1996, or
- (d) which have undergone a major conversion:
 - (i) for which the contract is placed after 6 July 1993; or
 - (ii) in the absence of a contract, the construction work of which is begun after 6 January 1994; or
 - (iii) which is completed after 6 July 1996.

(2) Every oil tanker of 5,000 tons deadweight and above shall:

- (a) in lieu of regulation 13E, as applicable, comply with the requirements of paragraph (3) unless it is subject to the provisions of paragraphs (4) and (5); and
- (b) comply, if applicable, with the requirements of paragraph (6).

(3) The entire cargo tank length shall be protected by ballast tanks or spaces other than cargo and fuel oil tanks as follows:

(a) Wing tanks or spaces

Wing tanks or spaces shall extend either for the full depth of the ship's side or from the top of the double bottom to the uppermost deck, disregarding a rounded gunwale where fitted. They shall be arranged such that the cargo tanks are located inboard of the moulded line of the side shell plating, nowhere less than the distance w which, as shown in figure 1, is measured at any cross-section at right angles to the side shell, as specified below:

$$w = 0.5 + \frac{DW}{20,000} \text{ (m) or}$$

$w = 2.0 \text{ m}$, whichever is the lesser.

The minimum value of $w = 1.0 \text{ m}$.

(b) Double bottom tanks or spaces

At any cross-section the depth of each double bottom tank or space shall be such that the distance h between the bottom of the cargo tanks and the moulded line of the bottom shell plating measured at right angles to the bottom shell plating as shown in figure 1 is not less than specified below:

$$h = B/15 \text{ (m) or}$$

$h = 2.0 \text{ m}$, whichever is the lesser.

The minimum value of $h = 1.0 \text{ m}$.

(c) Turn of the bilge area or at locations without a clearly defined turn of the bilge

When the distances h and w are different, the distance w shall have preference at levels exceeding $1.5 h$ above the baseline as shown in figure 1.

(d) The aggregate capacity of ballast tanks

On crude oil tankers of 20,000 tons deadweight and above and product carriers of 30,000 tons deadweight and above, the aggregate capacity of wing tanks, double bottom tanks, forepeak tanks and afterpeak tanks shall not be less than the capacity of segregated ballast tanks necessary to meet the requirements of regulation 13. Wing tanks or spaces and double bottom tanks used to meet the requirements of regulation 13 shall be located as uniformly as practicable along the cargo tank length. Additional segregated ballast capacity provided for reducing longitudinal hull girder bending stress, trim, etc., may be located anywhere within the ship.

(e) Suction wells in cargo tanks

Suction wells in cargo tanks may protrude into the double bottom below the boundary line defined by the distance h provided that such wells are as small as practicable and the distance between the well bottom and bottom shell plating is not less than $0.5 h$.

(f) Ballast and cargo piping

Ballast piping and other piping such as sounding and vent piping to ballast tanks shall not pass through cargo tanks. Cargo piping and similar piping to cargo tanks shall not pass through ballast tanks. Exemptions to this requirement may be granted for short lengths of piping, provided that they are completely welded or equivalent.

- (4) (a) Double bottom tanks or spaces as required by paragraph (3)(b) may be dispensed with, provided that the design of the tanker is such that the cargo and vapour pressure exerted on the bottom shell plating forming a single boundary between the cargo and the sea does not exceed the external hydrostatic water pressure, as expressed by the following formula:

$$f \cdot h_c \cdot \rho_c \cdot g + 100\Delta p \leq d_n \cdot \rho_s \cdot g$$

where:

h_c = height of cargo in contact with the bottom shell plating in metres

ρ_c = maximum cargo density in t/m^3

d_n = minimum operating draught under any expected loading condition in metres

ρ_s = density of sea water in t/m^3

Δp = maximum set pressure of pressure/vacuum valve provided for the cargo tank in bars

f = safety factor = 1.1

g = standard acceleration of gravity ($9.81 m/s^2$).

- (b) Any horizontal partition necessary to fulfil the above requirements shall be located at a height of not less than $B/6$ or 6 metres, whichever is the lesser, but not more than $0.6D$, above the baseline where D is the moulded depth amidships.
- (c) The location of wing tanks or spaces shall be as defined in paragraph (3)(a) except that, below a level $1.5 h$ above the baseline where h is as defined in paragraph (3)(b), the cargo tank boundary line may be vertical down to the bottom plating, as shown in figure 2.

(5) Other methods of design and construction of oil tankers may also be accepted as alternatives to the requirements prescribed in paragraph (3), provided that such methods ensure at least the same level of protection

against oil pollution in the event of collision or stranding and are approved in principle by the Marine Environment Protection Committee based on guidelines developed by the Organization.

(6) For oil tankers of 20,000 tons deadweight and above the damage assumptions prescribed in regulation 25(2)(b) shall be supplemented by the following assumed bottom raking damage:

(a) longitudinal extent:

(i) ships of 75,000 tons deadweight and above:

0.6 L measured from the forward perpendicular

(ii) ships of less than 75,000 tons deadweight:

0.4 L measured from the forward perpendicular

(b) transverse extent: B/3 anywhere in the bottom

(c) vertical extent: breach of the outer hull.

(7) Oil tankers of less than 5,000 tons deadweight shall:

(a) at least be fitted with double bottom tanks or spaces having such a depth that the distance h specified in paragraph (3)(b) complies with the following:

$h = B/15$ (m) with a minimum value of $h = 0.76$ m;

in the turn of the bilge area and at locations without a clearly defined turn of the bilge, the cargo tank boundary line shall run parallel to the line of the mid-ship flat bottom as shown in figure 3; and

(b) be provided with cargo tanks so arranged that the capacity of each cargo tank does not exceed 700 m^3 unless wing tanks or spaces are arranged in accordance with paragraph (3)(a) complying with the following:

$w = 0.4 + \frac{2.4 \text{ DW}}{20,000}$ (m)

with a minimum value of $w = 0.76$ m.

(8) Oil shall not be carried in any space extending forward of a collision bulkhead located in accordance with regulation II-1/11 of the International Convention for the Safety of Life at Sea, 1974, as amended. An oil tanker that is not required to have a collision bulkhead in accordance with that regulation shall not carry oil in any space extending forward of the transverse plane perpendicular to the centreline that is located as if it were a collision bulkhead located in accordance with that regulation.

(9) In approving the design and construction of oil tankers to be built in accordance with the provisions of this regulation, Administrations shall have due regard to the general safety aspects including the need for the maintenance and inspections of wing and double bottom tanks or spaces.

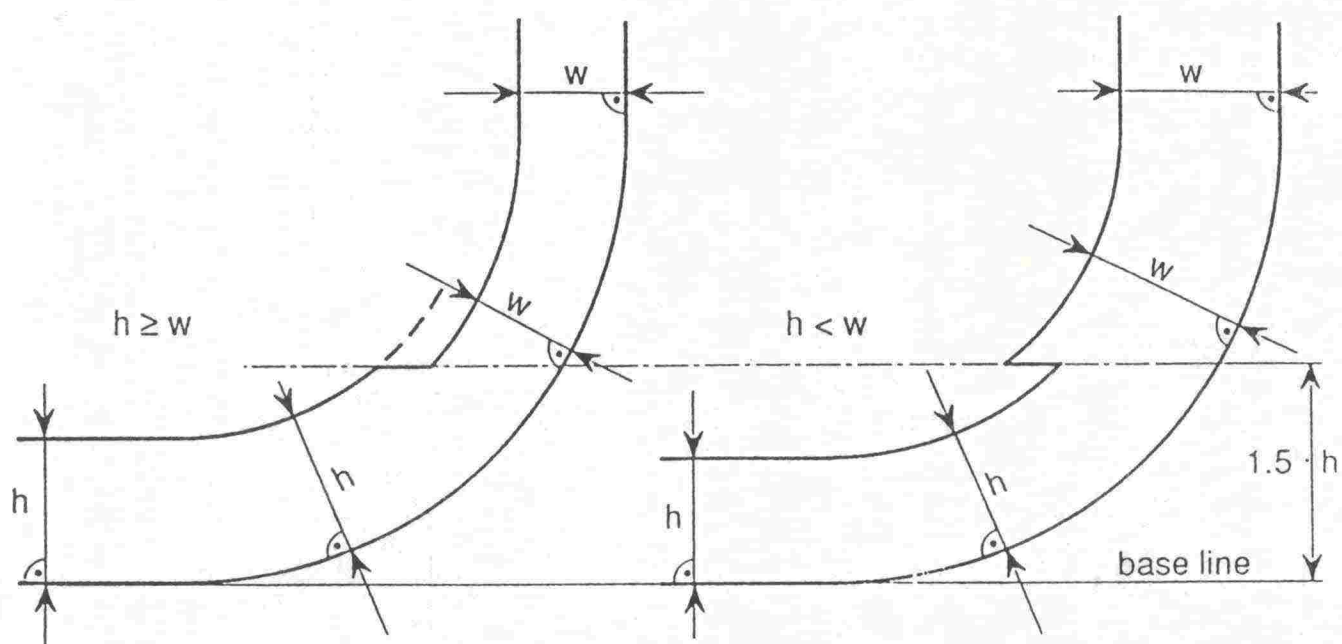


Figure 1

Cargo tank boundary lines for the purpose of paragraph (3)

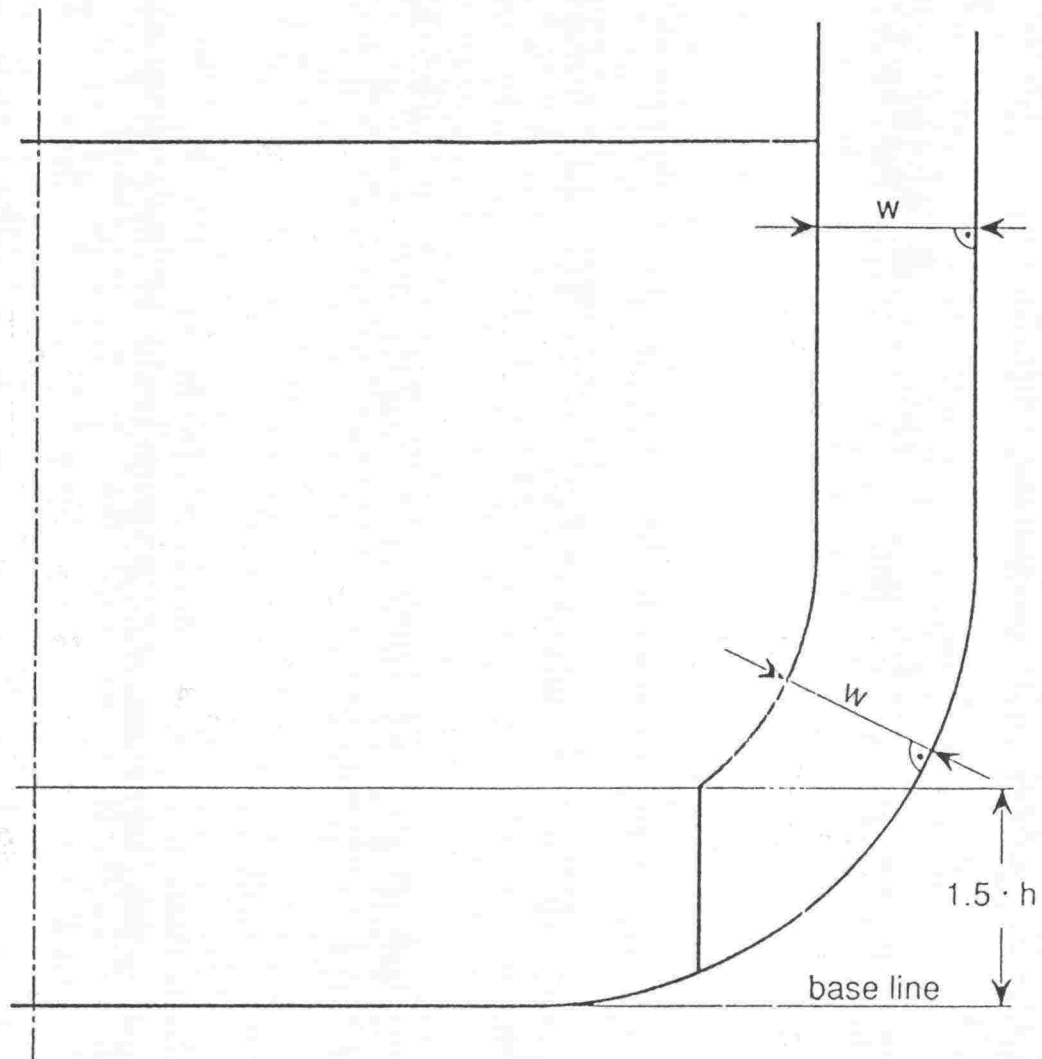


Figure 2

Cargo tank boundary lines for the purpose of paragraph (4)

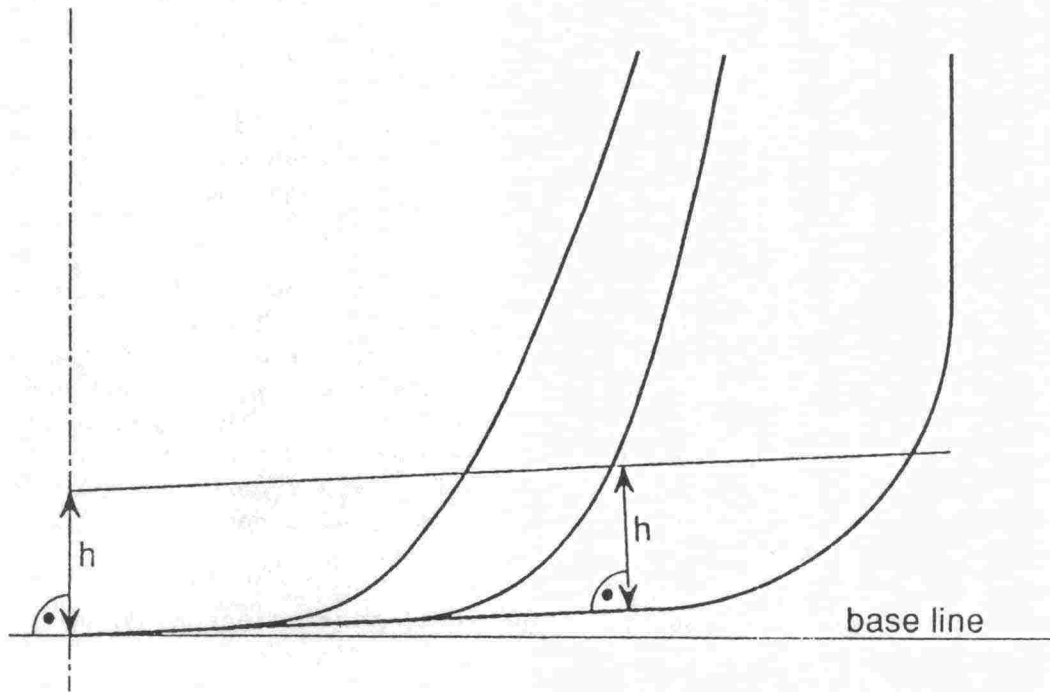


Figure 3

Cargo tank boundary lines for the purpose of paragraph (7)

REGULATION 13G OF ANNEX I OF MARPOL 73/78

Prevention of oil pollution in the event of collision or strandingMeasures for existing tankers

(1) This regulation shall:

- (a) apply to crude oil tankers of 20,000 tons deadweight and above and to product carriers of 30,000 tons deadweight and above, which are contracted, the keels of which are laid, or which are delivered before the dates specified in regulation 13F(1) of this Annex; and
- (b) not apply to oil tankers complying with regulation 13F of this Annex, which are contracted, the keels of which are laid, or are delivered before the dates specified in regulation 13F(1) of this Annex; and
- (c) not apply to oil tankers covered by subparagraph (a) above which comply with regulation 13F(3)(a) and (b) or 13F(4) or 13F(5) of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection shall comply with regulation 13E(4)(b) of this Annex.

(2) The requirements of this regulation shall take effect as from 6 July 1995.

- (3) (a) An oil tanker to which this regulation applies shall be subject to an enhanced programme of inspections during periodical, intermediate and annual surveys, the scope and frequency of which shall at least comply with the guidelines developed by the Organization.
 - (b) An oil tanker over five years of age to which this regulation applies shall have on board, available to the competent authority of any Government of a State Party to the present Convention, a complete file of the survey reports, including the results of all scantling measurement required, as well as the statement of structural work carried out.
 - (c) This file shall be accompanied by a condition evaluation report, containing conclusions on the structural condition of the ship and its residual scantlings, endorsed to indicate that it has been accepted by or on behalf of the flag Administration. This file and condition evaluation report shall be prepared in a standard format as contained in the guidelines developed by the Organization.
- (4) An oil tanker not meeting the requirements of a new oil tanker as defined in regulation 1(26) of this Annex shall comply with the requirements of regulation 13F of this Annex not later than 25 years after its date of delivery, unless wing tanks or double bottom spaces, not used for the carriage of oil and meeting the width and height requirements of regulation 13E(4),

cover at least 30% of L_t for the full depth of the ship on each side or at least 30% of the projected bottom shell area $\Sigma P A_g$ within the length L_t , where L_t and the projected bottom shell area $\Sigma P A_g$ are as defined in regulation 13E(2), in which case compliance with regulation 13F is required not later than 30 years after its date of delivery.

(5) An oil tanker meeting the requirements of a new oil tanker as defined in regulation 1(26) of this Annex shall comply with the requirements of regulation 13F of this Annex not later than 30 years after its date of delivery.

(6) Any new ballast and load conditions resulting from the application of paragraph (4) of this regulation shall be subject to approval of the Administration which shall have regard, in particular, to longitudinal and local strength, intact stability and, if applicable, damage stability.

(7) Other structural or operational arrangements such as hydrostatically balanced loading may be accepted as alternatives to the requirements prescribed in paragraph (4), provided that such alternatives ensure at least the same level of protection against oil pollution in the event of collision or stranding and are approved by the Administration based on guidelines developed by the Organization.

Regulation 24(4)

Limitation of size and arrangement of cargo tanks

The existing text of paragraph (4) is replaced by the following:

"(4) The length of each cargo tank shall not exceed 10 metres or one of the following values, whichever is the greater:

(a) Where no longitudinal bulkhead is provided inside the cargo tanks:

$$(0.5 \frac{b_i}{B} + 0.1) L$$

but not to exceed 0.2 L

(b) Where a centreline longitudinal bulkhead is provided inside the cargo tanks:

$$(0.25 \frac{b_i}{B} + 0.15) L$$

(c) Where two or more longitudinal bulkheads are provided inside the cargo tanks:

(i) for wing cargo tanks:

$$0.2 L$$

(ii) for centre cargo tanks:

(1) if $\frac{b_i}{B}$ is equal to or greater than one fifth:

$$0.2 L$$

(2) if $\frac{b_i}{B}$ is less than one fifth:

- Where no centreline longitudinal bulkhead is provided:

$$(0.5 \frac{b_i}{B} + 0.1) L$$

- Where a centreline longitudinal bulkhead is provided:

$$(0.25 \frac{b_i}{B} + 0.15) L$$

(d) "b_i" is the minimum distance from the ship's side to the outer longitudinal bulkhead of the tank in question measured inboard at right angles to the centreline at the level corresponding to the assigned summer freeboard."

AMENDMENTS TO THE RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL TANKERS (FORM B)

The following new paragraph 5.8 is inserted after the existing paragraph 5.7:

"5.8 Double hull construction

5.8.1 The ship is required to be constructed according to regulation 13F and complies with the requirements of:

- .1 paragraph (3) (double hull construction) ☒
- .2 paragraph (4) (mid-height deck tankers with double side construction) ☒
- .3 paragraph (5) (alternative method approved by the Marine Environment Protection Committee) ☒

5.8.2 The ship is required to be constructed according to and complies with the requirements of regulation 13F(7) (double bottom requirements) ☒

5.8.3 The ship is not required to comply with the requirements of regulation 13F ☒

5.8.4 The ship is subject to regulation 13G and:

- .1 is required to comply with regulation 13F not later than ☒
- .2 is so arranged that the following tanks or spaces are not used for the carriage of oil ☒

5.8.5 The ship is not subject to regulation 13G ☒

